

California's Road to Recovery

**Central Valley California
California State University, Fresno
*Wednesday, July 8, 2009***



California's Road to Recovery

Overview of the Recovery Act:

- **Preserve and create jobs and promote economic recovery.**
- **Assist those most impacted by the recession.**
- **Provide investments needed to increase economic efficiency by spurring technological advances in science and health.**
- **Invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits.**
- **Stabilize state and local government budgets.**



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Programs:

- **Highways** - \$2.57 billion for California, preference for projects with substantial completion by February 2012.
- **Transit** - \$1.068 billion for California, funds remain available until September 2012.
- **TIGER Grants** - \$1.5 billion national competitive grant program for Highway, Transit, Freight, Rail, or Port projects of national or regional significance. Substantial completion by February 2012.
- **Rail** - \$8 billion national competitive grants program for Capital Assistance for High Speed Rail Corridors. Funds available until 2015.
- **Aviation** - \$1.3 billion national competitive grants for federally eligible airport projects.



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Accountability & Transparency:

- **Certifications - Three types required**
- **Reporting**
- **More Reporting**
- **Auditing**

- **Websites**

National - www.recovery.gov

State of California - www.recovery.ca.gov

Caltrans - www.dot.ca.gov/recovery



California's Road to Recovery

Governors' California Recovery Task Force

OVERVIEW:

- Promote California's Long Term Economic Recovery through Strategic Implementation of Recovery Funds.
- Promote Transparency, Accountability and Efficiency.



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Highway and Bridges

OVERVIEW:

- The Recovery Act provides \$2.57 billion for California with preference for projects with substantial completion by February 2012.
- The California State Legislature passed Assembly Bill 3x-20 to hasten the use of funds - 62.5 % (\$1.606 billion) to regions and 37.5 % (\$964 million) to Caltrans.
- \$900 million in California, must be obligated by June 30, 2009.
- California obligated over \$1 billion by May 1, 2009, first state to reach the \$1 billion level.
- 100 % of funds must be obligated by March 2, 2010.



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Status as of July 7, 2009

- Caltrans has certified 646 state and local projects.
- FHWA has obligated \$1,622,910,973 on 365 state and local projects.

Caltrans Activities:

- Advertised 62 projects.
- Opened bids on 52 projects.
- Awarded 42 projects for \$219.1 million.
- Construction has started on 12 projects.



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San Joaquin Valley Highway projects

State: SHOPP

| | | |
|--------|---|---------|
| I-5 | Kern Co. – Grapevine Median Barrier | \$ 1.6M |
| SR 145 | Madera Co. – Cottonwood Creek Overlay | \$12.3M |
| SR 204 | Kern Co. – Chester Ave Bridge Replacement | \$12.5M |
| SR 41 | Fresno Co. – Shields/McKinley Ramp Meter | \$ 4.5M |
| SR 33 | Stanislaus Co. – Newman/Patterson CAPM | \$ 3.0M |
| SR 4 | San Joaquin Co. – Tracy Blvd/Trapper Rd Curve Improvement | \$16.9M |
| SR 99 | Merced Co. – West Merced Bridge Replacement | \$36.6M |



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San Joaquin Valley Highway projects

State Maintenance

| | | |
|-----------|--|--------|
| SR 14 | Kern Co. – Bonded Wearing Course | \$4.1M |
| SR 41&33 | Kern & Kings Co. – Overlay | \$3.2M |
| SR 33&198 | Fresno Co. – Rubberized Overlay | \$2.1M |
| SR 88 | Amador Co. – PME Chip Seal | \$0.5M |
| SR 88 | Amador Co. – Rubberized Overlay | \$1.0M |
| SR 49 | Tuolumne Co. – Rubberized Overlay | \$1.4M |
| SR 33 | Stanislaus & Merced Co. – Rubberized Overlay | \$1.9M |



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San Joaquin Valley Highway projects

Regional Projects on State Highway System

| | | |
|--------|--|--------------|
| SR 180 | Fresno Co. – Kings Canyon Expressway Segment 1 | \$41.5M* |
| | | \$18.4M ARRA |
| SR 198 | Tulare Co. – Ben Maddox Way Overcrossing | \$9.9M* |
| | | \$6.4M ARRA |

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Transit

- The Recovery Act provides California \$1.068 billion for federally eligible transit projects with administration and apportionment as follows;
- \$968 million for Urbanized Area Transit (Grant 5307) administered by FTA.
- \$67 million for Urban Fixed Guideway (Grant 5309) administered by FTA.
- \$34 million for Non-Urban Area Transit (Grant 5311) administered by Caltrans.
- 50 % of the funds must be obligated within 180 days (September 1, 2009).
- The remaining funds must be obligated by March 5, 2010.



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Status:

- As of June 22, 2009 Federal Transit Administration has obligated \$272 million on 14 projects.
- Caltrans submitted applications for \$34 million in the Non-Urban Area Transit grants on May 29, 2009.

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Transportation Investment Generating Economic Recovery Grants (TIGER Grants)

The Recovery act provides for a \$1.5 billion nationally competitive grant program for Highway, Transit, Freight, Rail, or Port projects of national or regional significance.



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- **Project types include:**

- (1) highway or bridge projects;
- (2) public transportation projects;
- (3) passenger and freight rail transportation projects; and
- (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

- Application guidance was released on May 18, 2009
- Applications due to USDOT by September 15, 2009
- Minimum project grant is \$20 million
- Maximum any state can receive is \$300 million (20% of program)
- Grants may be used for up to 100 percent of costs, but priority will be given to projects which have matching funds



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Status:

- Caltrans finalizing consensus principles with stakeholders.
- Caltrans has developed an application template for use by interested entities.
- Caltrans is planning to evaluate applications for the purpose of assisting applicants to meet agreed principles.
- State is working to ensure that sufficient applications are submitted to maximize amount is afforded to California.



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Important Dates for TIGER Grants:

- July 7, 2009 – Notice of Intent from applicants to Caltrans.
- July 27, 2009 – MPO's /RTPA's submit draft TIGER application to Caltrans.
- August 24, 2009 – Caltrans to submit draft recommendations to BT&H and Governor's Office.
- September 15, 2009 – Submit applications to USDOT.
- February 17, 2010 – USDOT deadline to announce successful project selection.
- September 30, 2011 – Obligation deadline.



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Selection Criteria

Primary:

- State of good repair
- Economic Competitiveness
- Livability
- Sustainability
- Safety

Secondary:

- Innovation
- Partnership



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Rail - Federal Railway Administration

The Recovery Act provides \$8 billion nationally for Capital Assistance for High Speed Rail Corridors.

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Aviation

Federal Aviation Administration

FAA

Overview:

- The Recovery Act provides \$1.3 billion nationally for discretionary or competitive grants to be administered by the FAA for federally eligible airport projects.
- Status:
- FAA has provided 20 grants, totaling \$81 million for airports in California.



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Disadvantaged Business Enterprise - DBE - Efforts

Caltrans Efforts:

- Supportive services and technical assistance, through 10 Small Business Development Centers (SBDCs).
- Streamlined Application
- An “opt-in” feature was added to Caltrans OE website
- 12 Small Business Liaisons located in each district office
- Monthly statewide small Business Council meetings
- Small Business Councils at district Level
- “Look ahead” information



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Economically Disadvantaged Areas

- Recovery Act provides that priority is given to economically distressed areas (EDA).
- In collaboration with the BT&H, Caltrans developed framework for state highway projects.
- Decision factors
 - Project Cost
 - Construction Start Date
 - Duration of Construction
 - Jobs
 - Productivity Gain
 - Productivity Gain to Project Cost Index
 - Annual Tax Revenues Generated
 - Highway User Benefit-Cost Ratio



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Transparency

For more ARRA information please see the following web pages:

www.dot.ca.gov/recovery

www.recovery.ca.gov

www.recovery.gov

www.fhwa.dot.gov/economicrecovery/index.htm

www.fta.dot.gov/index_9118.html



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